

have dropped 21 percent in just 10 days. The reason: 55 National Guardsmen on the border. Even though the Guard was sent to the border in a support role and as a publicity stunt to appease Americans, they are deterring illegal entry into the United States.

The Mexican media, taking a page out of the New York Times and their hatred for the U.S. military, has so exaggerated the truth and alarmed the Mexican illegals about the National Guard, the crossings have decreased dramatically.

The fear that the National Guard is portrayed like their own corrupt military has slowed illegal entry, you know, that Mexican military machine that is on the southern Mexican border that reportedly "rapes, robs and beats Hondurans and Guatemalans that are just trying to do jobs that Mexicans won't do."

If 55 Guardsmen can reduce the number of illegals by 21 percent, just think what would happen if we used more Guardsmen on the border front.

Those who say we cannot stop the invasion so we ought to surrender our soil are underestimating the American National Guard.

And that's just the way it is.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, June 26, 2006.

Hon. J. DENNIS HASTERT,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on June 23, 2006, at 1:36 p.m.:

That the Senate passed without amendment H.R. 5603.

That the Senate passed without amendment H.R. 5403.

That the Senate passed S. 2370.

With best wishes, I am

Sincerely,

KAREN L. HAAS,
Clerk of the House.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 6 of rule XX.

RECORD votes on postponed questions will be taken after 6:30 p.m. today.

CORRECTING THE ENROLLMENT OF H.R. 889

Mr. YOUNG of Alaska. Mr. Speaker, I move to suspend the rules and concur

in the Senate concurrent resolution (S. Con. Res. 103) to correct the enrollment of the bill H.R. 889.

The Clerk read as follows:

S. CON. RES. 103

Resolved by the Senate (the House of Representatives concurring), That in the enrollment of the bill H.R. 889, the Clerk of the House of Representatives shall make the following corrections:

(1) In the table of contents in section 2, strike the item relating to section 414 and insert the following:

"Sec. 414. Navigational safety of certain facilities."

(2) Strike section 414 and insert the following:

"SEC. 414. NAVIGATIONAL SAFETY OF CERTAIN FACILITIES.

"(a) CONSIDERATION OF ALTERNATIVES.—In reviewing a lease, easement, or right-of-way for an offshore wind energy facility in Nantucket Sound under section 8(p) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)), not later than 60 days before the date established by the Secretary of the Interior for publication of a draft environmental impact statement, the Commandant of the Coast Guard shall specify the reasonable terms and conditions the Commandant determines to be necessary to provide for navigational safety with respect to the proposed lease, easement, or right-of-way and each alternative to the proposed lease, easement, or right-of-way considered by the Secretary.

"(b) INCLUSION OF NECESSARY TERMS AND CONDITIONS.—In granting a lease, easement, or right-of-way for an offshore wind energy facility in Nantucket Sound under section 8(p) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)), the Secretary shall incorporate in the lease, easement, or right-of-way reasonable terms and conditions the Commandant determines to be necessary to provide for navigational safety."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Alaska (Mr. YOUNG) and the gentlewoman from Florida (Ms. CORRINE BROWN) each will control 20 minutes.

The Chair recognizes the gentleman from Alaska.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on Senate Concurrent Resolution 103.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

Mr. YOUNG of Alaska. I yield myself such time as I may consume.

Mr. Speaker, Senate Concurrent Resolution 103 clarifies the intent of the conferees that the Coast Guard review and assess the impacts of any proposed offshore energy facility on the navigation safety in Nantucket Sound and on the service's capabilities to conduct missions within and near the proposed facility.

The resolution will require the Coast Guard to establish terms and conditions that are necessary to safeguard recreational and commercial vessel traffic in Nantucket Sound before any draft environmental impact statement is made available for public review.

The resolution also provides that these terms and conditions will be incorporated into the requirements of any lease that is granted for the construction of a proposed offshore facility.

This provision will allow us to develop offshore alternative energy resources in a way that does not jeopardize the safety and security of the maritime community in Nantucket Sound.

I urge my colleagues to support this concurrent resolution and to support the underlying resolution.

Mr. Speaker, I reserve the balance of my time.

Ms. CORRINE BROWN of Florida. I yield myself such time as I may consume.

Mr. Speaker, this resolution will make changes to the Coast Guard conference report that reflects the compromise agreement that was worked out concerning the Cape Wind project.

It will allow the Commandant of the Coast Guard to set the terms and conditions on any leasing of Federal waters in Nantucket Sound that may be necessary to protect navigational safety. For example, over 3 million passengers ride ferries that transit through Nantucket Sound, and it is vitally important to protect the navigational safety of those vessels.

Recent emergencies have reminded us once again why a well-funded and fully operational Coast Guard is paramount for protecting the citizens of this Nation.

The 2006 Coast Guard and Maritime Transportation Act conference report has been delayed for far too long. We are all glad to see that a fair agreement based on navigational safety has been worked out and that this bill will now move to the President's desk for signature.

I encourage all my colleagues to support this fair resolution and support full funding for the Coast Guard.

Mr. Speaker, I reserve the balance of my time.

Mr. YOUNG of Alaska. At this time I yield whatever time he may consume to the gentleman from North Carolina (Mr. COBLE).

Mr. COBLE. I thank the gentleman from Alaska, the distinguished chairman of the full committee.

Mr. YOUNG, I want to commend you and Mr. LOBIONDO, the distinguished gentleman from New Jersey, for having chaired the full committee and the Coast Guard subcommittee, along with your respective ranking members, Mr. OBERSTAR, the gentleman from Minnesota; and Mr. FILNER, the gentleman from California. You all have done notable work.

Chairman YOUNG, you and I have talked about this before, but I believe the U.S. Coast Guard probably more than any other Federal entity assumes additional duties time after time without corresponding increased appropriations. I told the Commandant the other day, Admiral Allen, I said, You must